

Fleece.

VAST ESTABLISHMENTS OF SQUATTERS

Interesting Details of Life at the Stations.

THE TERRIBLE RABBIT

(Copyright, 1901, by Frank G. Carpenter.) Special Correspondence of The Evening Star. SYDNEY, New South Wales.

The sheep farms of Australia! The world has never seen anything like them. There were big flocks in the days of the patriarchs, when Abraham and Lot had to separate to get new grazing grounds It is written that King Solomon sacrifices and we know that Mesha, King of Moab gave Jehoram, King of Israel, 100,000 lamb lays must have had large farms, but there farms here in Australia as big as al There are sheep stations on hundred miles long. James Mills has a form as big as the state of Rhode Island and Samuel McCaughey has 1,314,000 acre block. James Tyson, the famous stock king, who died a few years ago worth \$20,000,000, owned 3,000,000 acres, and there are many others whose holdings run high into the hundreds of thousands of

Thousands of Miles of Wire Fences. The sheep farms of the past were merely

wild lands, where the flocks, watched by shepherds, were grazed on the hills and valleys. This is the character of a large part of our grazing lands in the west. These big stations of Australia are actual farms. The land is divided up into great fields or addocks, fenced with smooth wire, except long the roads, where barbed wire is used. The average paddock contains 800 acres, but there are many which are larger. Some contain several thousand acres, and single paddocks have from 2,000 to 20,000 sheep. Colonel Bell, our American consul, tells me visited which had wire wall one side of a road Paltimore and enough people to form a her stations which are larger, and I am at the vast extent of the fencing and the enormous cost of running the

At present in this state of New South partment store. Sheep raising is by no is a cheap business, and to make it everything must be carefully man-

to \$20,000 a year to run it, and there are some in which the expenses run into the hundreds of thousands of dollars a year. Of late wages have steadily increased, until the men are now paid about \$5 a week with board. Every man receives weekly about twelve pounds of meat, ten inds of flour and a quarter of a pound every station must keep a large store and warehouse. Even the smaller stations have a dozen or more men in ordinary times, at shearing times the hands are num

bered by scores.

The land in the better parts of Australia the government it runs rapidly into money. leases are different in the different s. the price in Queensland being om \$6 to \$8 per square mile per annum. know of one man who has 240,000 acres Queensland for which he pays only half a cent per acre per year, but even at this rate it foots up \$1,200, and there are farms which pay rents of tens of thousands of

Live Like Lords.

Some of the big squatters live like lords. They have low one-story houses roofed with galvanized fron. Their homes have score or more rooms with wide verandas running around the outside. They have many servants and their surroundings

BIG SHEEP FARMS every gentleman carries a dress suit with him. If he goes away from the railroad he usually has an extra horse for his baggage, or he may take his boiled shirts and store clothes in saddle bags on the back Australia is the Land of the Golden of his horse. The people are the soul of hospitality, and it is taken for granted that whenever you call you will be asked to

stay. Forty-Mile Ride to a Dance.

The social life on these big Australian farms is largely made up of parties and dances and afternoon teas. It is not an uncommon thing for a young man or young woman to ride or drive five, ten or fifteen miles to take a cup of tea with a friend. At the dances people will come forty and fifty miles, riding all day to get to the place of festivity, dancing all night and then starting back home as the day breaks. The Australians are fond of racing, and there are tracks connected with every town which are attended by the most form. which are attended by the men from the stations from a hundred miles about There are hops and receptions at the larger sta-tions, and there is something going on in nearly every section all the year through.

squatters, and these, as a rule, are rigidly lived up to. Not long ago there was a strike of the shearers of Queensland because the squatters claimed they had the right to employ non-union men if they wished. The strike was declared at the wished. The strike was declared at the beginning of the shearing season, and the country was patrolled by the union members on horseback, armed with rifles and revolvers, to keep out the non-unionists. Many wool sheds were burned, but the government sent out police and gatling runs to export the non-union laborers to guns to escort the non-union laborers to their work, and thus broke up the strike, although it cost more than \$1,000,000 to Make \$5 a Day.

The shearers make good wages. They are paid about 5 cents a sheep, and a good man can shear a hundred a day, so that the average wages are about \$5 a day during shearing time. The shearing season lasts for nine months. It begins early in the year in Queensland, where 't is warm, and extends from there south from station and extends from their south from station until South Australia is reached, and then still later in Tasmania.

Every station has its shearing shed, with barracks in which the shearers are to

barracks in which the shearers are to sleep. They furnish their own food, buy-ing it of the squatter at wholesale prices. Each gang of shearers has a cook, and, as a rule, they live very well. In the past many of the shearers were drunkards. They would work at a station until they had finished, and then take their wages to the nearest public house or saloon and there consume them in liquor. Sometimes, so I am told, they would hand their money over to the landlord and tell him to keep an account and put them out when the money was done, which agreement was promptly carried out on the part of the latter. Today many of these men are frugal and temperate. They shear for a few years, getting all the way

Shearing Sheep by Machinery.

from \$600 to \$700 or more a season, and then invest their savings in stock of their

At present there are millions of sheep shorn every year by machinery. The sheepshearing machines are run by steam, compressed air and electricity. The force is communicated, through a flexible tube like that of the dentist for drilling out teeth, to clippers like those used by the barbers in cutting your hair. The clippers consist of little knives which move backward and forward over each other like those of a mowing machine. They go at the rate of Both men and women pay a great deal the wool as a hot knife cuts through but-



SCENE ON A STATION.

of attention to dress. Some of the belles of the Queensland Eush come regularly to Brisbane and carry back wardrobes to astenish their rivals. The fair country girls of New South Wales get their fashions from Sydney and those of Victoria send annually to Melbourne for their ciothes. A great deal of ordering is done by mail, and great deal of ordering is done by mail, and great deal of ordering is grown desired on

The Sun-Downers.

Speaking of Australian hospitality attention to the tramps or sun-downers. These men are of the same character as our tramps in the United States. The most of them will not work, but they travel about on foot from station to station, each carrying a can and a blue blanket. From the blanket they are sometimes called "Humping Blueys." When they arrive at the station they call upon the manager and ask for rations. They are so common that fixed ration has been allotted to them. This consists of one pound of flour, half pound of sugar and one-eighth of a pound of tea. In some places there are little shacks or shanties which have been put up to accommodate such men over night. They cook their own meals and their blanket is their only bedding.

Station Employes. Among the employes of every station are the boundary riders, men who ride about the fences day after day and see that everything is all right. These men spend all the time in the saddle, riding forty. fifty and sometimes a hundred miles daily They carry their blankets with them and at night sleep on the ground, hobbling their horses beside them. Some of the boundary riders are apprentices, and a few of them, sent out here to learn the business, get no wages.

Indeed, they have nicknames here for the different classes of hands on a station, calling them jackeroos and classing them as "gold tails," "silver tails" and "copper The gold tail jackeroo is a young man who has come from England to stock farming. He pays something for the privilege of watching the sheep and learning how to handle them. He usually stands well with the proprietor and has something of a place in society. The "silver tall" pays nothing and, as a rule, gets nothing except experience, while the "copper tail" is paid a small stipend for his

Every station must have its manager and its overseers. On the larger stations there are bookkeepers and storekeepers. Nearly every one has its blacksmiths and carpen ters, its gardeners, hostlers and men of all The managers get high wages. They are skilled men, and it depends largeare more like those of a feudal baron than ly upon them as to whether the station

furnishes a profit or loss. Some of them

breeding and claim that they can increas

stance, who has charge of 150,000 sh

wool crop more than 75,000 pounds a

the wool clip by doing so. One, for in-

recently asserted that he had raised his

by improving the character of the stock.

Seventy-five thousand pounds of wool at 10

cents a pound are worth \$7,500, and an increase of \$7,500 to the profit account will

more than pay the salary of an expensive

The Shearers and Their Unions.

Sheep shearing is a profession in Aus-

tralia. There are thousands of men who

do nothing else, and they form one of the

most important classes of Australian

workmen. They have one of the biggest

unions of the world, and every colony

makes laws for them. There are regular

are experimenters.

They study sheep-

the latest fashions are as much desired on one of these stations a hundred miles from nowhere, as in the Australian metropolis. about the same as by hand, the average number shorn being a little more than 100 per day. Some men can shear more than 100 per day by hand. The record of the best shearer is that of Jack Howe, has cut the wool from 321 sheep in one day with a pair of ordinary hand shears. Hew Wool is Shipped.

After the wool is shorn it is sorted and packed. The different parts are put in different bundles which are sewed up in bags and are then ready for shipment to the markets. On some stations the wool is baled in packages of 300 pounds.

Many of the stations are miles from the railroads, and in such cases the wool has to be carried there on carts drawn by oxen. Some carts will carry ten tons, a yoke of eight or ten oxen being used to draw them. The ordinary freight charge is 25 cents per ton per mile, which is quite in contrast with the freights from the Australian ports to Europe, where a ton is carried 11,000 miles or more for \$5. The freights are even higher than this in cer-tain parts of southern and western Aus-tralia, where camels are used to bring out the wool. The camels are brought Arabia and India, and some of them are excellent. I am told that a single camel will carry two bales of wool, and that they are used for all sorts of freighting.

The Terrible Rabbit.

The squatter never has the nightmare. If he is drunk or has eaten too much he is liable to have the rabbit-mare. If he gets the delirium tremens he sees rabbits rather than snakes, and rabbits are, in fact, the terror of every one. They are found by the tens of millions all over the country, and If not destroyed they eat all the grass and the sheep must starve. Hundreds of stations have been ruined by them, and every station has its men who do nothing else but hunt and trap rabbits, some men averaging as much as 400 killed rabbits per day.

Australia has already invested millions

of dollars in rabbit-proof wire fences. Large rewards have been offered for something which will destroy the rabbits and rid the country of them, as, for instance, the case of New South Wales, where the government once promised to give \$125,000 to any one who would suggest or invent anything that would bring about that result. At present the people are spending as much as \$3,000,000 a year to keep down the rab-bits, and still they breed and breed, and never stop breeding.

From careful estimates it is found that a pair of Australian rabbits will produce ix litters a year, and that each litter will six litters a year, and that each litter will average five rabbits. As soon as the little bunnies are six months old they begin to breed, and the result is that one pair in five years will increase to 10,000,000 pairs. The first man who brought rabbits to Australia was a squatter. He lived in the country near Melbourne, and he wanted something to remind him of home. The am told they eventually cost him more than \$200,000 in loss of stock, and that he is today at great expense to keep his sta-

Thousands of Miles of Wire Fencing. There is now a wire netting fence 346 miles long between New South Wales and South Australia, which was put up by the New South Wales government; there is another fence of 84 miles along the Queensland border, and in the southern end of the colony there is a fence 612 miles long, while a similar fence has been erected by the Queensland and New South Wales gov-ernments 115 miles in lenth, making altogether more than 1.100 miles of rabbitproof fencing put up by the governments. At present there are about 18,000 miles of rabbit fences in New South Wales alone and hundreds of miles are in course of erection. There are thousands of miles n the other colonies, and it is probabl that eventually the most of the stations The usual wire netting for this purpose

is about four feet wide with meshes not more than one and one-half inches in diameter. The average fencing costs about \$250 per mile, so that the total expense is Within the last few years some rabbits have been exported in a frozen shape to London, but such exportations will never

equal the losses which the animals have entailed upon the squatter. FRANK G. CARPENTER. So It Seems.

The young versifier who had been harship criticised looked up at his questioner sadly. "Poetic license," he said, "is a license that is issued to the man with a reputation and denied to the man without one. It's a vants who wait upon them are in livery. blank contracts for shearing sheep, hav- | mighty ing been agreed upon by shearers and use it."

From the Chicago Record-Herald

"What is poetic license?"

MEN WITH TAILS

'Homo Caudatus" is What Science Calls the Species.

A HIGH DISTINCTION IN INDIA

Hereabouts the Appendage is Quickly Removed.

REVERSION TO MONKEY

Written for The Evening Star. There actually dwell on earth today a tailed species of human beings, according to Dr. R. Granville Harrison, associate professor of anatomy, Johns Hopkins University. Such a surprising announcement from the faculty of this dignified and profound institution of learning is calculated to create a sensation.

"Homo caudatus" is what Dr. Harrison calls this grotesque species. He says that a real, live specimen was lately exhibited before the Johns Hopkins Hospital Medical Society. It was a six-months-old boy, born with the superfluous appendage, which, according to the doctor, "gave an impression not unlike that of a pig's tail, a similarity noted in a number of cases." The appendage was 4.4 centimeters long when the child was two weeks old, but by the end of six months, when amputated, had lengthened to five centimeters.

"It seemed advisable to remove it," added the doctor, "not only to accede to the wishes of the child's parents, who regarded its presence with chagrin, but also on more practical grounds. Its rate of growth was considerable, and it did not seem unlikely that the appendage might have later attacked and the considerable of the considerable. that the appendage might have later attained undue proportions, causing, as has been reported in several instances, considerable inconvenience in sitting." Dr. Harrison has preserved the amputated member in fluid.

From the United States five such cases have been reported as a such cases.

have been reported, to the doctor's knowledge. Prior to 1884–116 authorities had recorded observations of tailed men. Since then twenty-five additional cases have come to light. The species appears to be widely

As far back as the writings of Pliny and Pausanias, Dr. Harrison finds references to tailed men. Seventeen years ago a Ger nan scientist published a map showing the various lands suposed to have been, at one time or another, the haunts of human races with tails. These regions include not only widely distant portions of South America, Asia and Africa, but the greater part of western Europe. The belief in such races has been persistent and wide caces has been persistent and wide.

Long-Tailed Princes of India. The tail is considered a distinction of the

highest degree, even a mark of divine descent, in some of the ancient records to which the doctor has referred. The Ranas f Poorbunder, rulers of one of the Rajpoot tribes of India, trace their descent, he says, from their monkey-god Hanuman, and confirm this by the caudal appendages of their princes, known as "the long-tailed Ranas of Saurashtra." Such an appendage has, on the other hand, he relates, been looked upon as a curse or a stigma of degradation, by some races. He finds record of a certain community of tailed men in Turkestan. They were held in contempt by other peoples and were therefore condemned to constant interbreeding. They were referred to as the "Kuju rukly Tar-The tall was cursed by these people tar. The tan was cursed by these people because it hindered the possessor from sitting properly upon his horse.

Tailed races of human beings are supposed to have resided in nearly every coun-

L. Pyle, two well-known pathologists, in a new work which has just left the press The persistence of "homo caudatus," ever in present times, has given rise to discusbetween friends and opponents of the Darwinian theory. By the former this monkey ancestor.

The great Darwin speaks of a person be longing to this strange species. Virchow, the great pathologist of Berlin, once studied a boy of eight weeks from whom was amputated a caudal appendage three inches long. Dr. Oliver Wendell Holmes, in the Atlantic Monthly, June, 1800, states that he saw in London the photograph of boy similarly afflicted. The chief phy sician of the Greek army reports a recruit of twenty-six who had such an adornment containing three vertebrae and mentions other recruits with the same deformities A certain Dr. Miller studied a West Point cadet belonging to the same category and always gave him great distress." A negro born near Louisville, Ky., was reported, when eight weeks old, to have had a "pedunculated tail" 21/2 inches long and

similar in shape to that of a pig. Many Tales of Men With Tails.

That all Cornishmen have tails was at one time generally believed. Certain men of Kent, England, were said to be similarly decorated, and the cause was believed to be retribution for their insults to Thos.

A wild man caught and tied for execution in Formosa had a tail more than a yard long, and this member was exactly like that of a red cow, according to one Struys, a Dutch traveler, who wrote of his observations in the seventeenth cen-

The Niam Niams, a Central African race, are reported to have tails from two to ten inches long. Hubsch, an investigator of Constantinople, contends that both and women of this tribe are so afflicted. In Hibernia there were many people with long talls, but they could not be approached sufficiently for close study, according to Berengarius Carpensis in one of his com

mentaries.

Here is the additional testimony of a minister of the gospel: Rev. George Brown, a Wesleyan missionary, in 1876 reported the breeding of a tailed race of human beings on the Island of Kali, off the coast of New Britain. Tailless children of these people were slain just after birth to deliver them from exposure to public ridicule tailless was considered by the Hani Island-

ers to be cursed. There really are tailed men of Borneo but some authorities advance the theory that they are afflicted with hereditary malformation, which would tend to add color to the belief that this relic of a remote ancestor can be transmitted.

"A tailed race of princes have ruled Ra-joòpootana and are fond of their ancestral nark," says one authority, writing of an East Indian tribe. In the East Indies there is said to be ailed race of natives, the benches of whose canoes are made with apertures to fit the caudal appendage of each rower. At one time, according to another authority, the presence of tails in the orient was taken

as a sign of brute force. A Tale of Paraguay. Here is a remarkable story from Paraguay, where a tribe of long-tailed Indians is said to have been discovered: "One day

a number of workmen belonging to Tacura Tuyn, while engaged in cutting glass, had their mules attacked by some Guayacuyan Indians. The workmen pursued the Indians, but only succeeded in capturing a boy of eight. He was taken to the house of Senor Francisco Galeochoa, at Posedas and was there discovered to have a tail ten inches long. Upon interrogation the boy stated that he had a brother who had a tail as long as his and that all the tribe

Emanuel Konig, son of a doctor of laws. had such an appendage "half a span long, which grew directly downward, causing nuch discomfort," according to much discomfort, according to one authority. Emanuel was alive in 1690, but the writer neglects to state where he lived. His caudal appendage was gracefully colled. Blanchard, a European maturalist, describes a like adornment "fully a span in length." Dr. Thirk of Broussa, in 1820, described a Kurd of twenty-two who had a posterior attachment containing four ver-

Before the Berlin Anthropological Society there were lately exhibited two adult male Papuans, "in good health and spirits," brought from New Guinea. Each had a

man beings with various caudal appendages.

Granting that the evolutionists are right in their theory that the occurrence of the tail in man is a reversion to our lower ancestors, such an unwieldy inheritance can-not be laid to the door of father ape. Grandfather monkey must be to blame. This was well set forth by Dr. Theodore Gill, the noted bioligist, in the course of a conversation with the writer.

Man's Natural Tendency.

should be so generally associated with the ape. The fact is that the larger apes have even less of a tail than man, and if we ranked ourselves by the tail alone we would have to take a place second to that of the apes, who would enjoy the first. We have four caudal vertebrae. The corresponding vertebrae of the apes are broader and less defined as tail pieces than those of men." Besides the tail, other remains of our lower ancestors have been noted by biologists. The pointed ears or turned down tip of the ears of many men are supposed to be inheritances from forefathers to whose portraits, if adorning our ancestral halls, we would not point with the gusto of pride.

A like significance is given to the ear which can be wagged. There are certain people, known to the medical world, who have this power. According to the "Memoires" of the Abbe de Marolles, the Regent Crassot could

easily move his ears.

Ability to shift the scalp, after the fashion of the horse when he rids himself of flies, is another subnormality which is said to be an inheritance from an arboreal ancestor. In the loose scalps of certain small-headed idiots has been noted the same sort of furrowing as seen when a dog pricks his ears. This is regarded as a turning back to brute ancestors. The turning of the feet inward, as in the apes, is another of these signs by which we may distinguish the re-mote ancestor, as also the extraordinary ability of some people to move their big toes. The Aetas, often referred to as the 'missing links' of the Philippines, are reported to climb trees feet uppermost, grasping the branches with their toes. Significance is also given by evolutionists to the projection of the big toe at an angle from the side of the foot a popularity of some the side of the foot, a peculiarity of some human creatures.

The so-called "missing link" is often de

picted by journalistic artists as adorned by a tail. But biologists agree that he, like his near relative, the ape, had no such ex-tension to his posterior architecture. Never-theless it is to be feared that "homo cau-datus," in so far as he is present among us, will continue to disguise his supplementary and abnormal adornment for fear of suffering ostracism at the hands of that ex-clusive aristocracy which prides itself upon clusive aristocracy which prides itself upon at least a long and interrupted line of purely human ancestry commencing in Eden. It is unfortunate that P. T. Barnum never successfully entrapped one of these tailed men believed to be so widely distributed about the earth. If still plying the Styx in the houseboat made famous by Kendrick Bangs, and if still in touch with affairs of mundane interest, he doubtless will suffer removes upon beging of Prof. Harrison's remorse upon hearing of Prof. Harrison's discovery that such a species is common, even in our civilized and enlightened midst. But whatever disadvantages and embarrassments "homo caudatus" may suffer, we, in these glorious summer days, when all nature is up and doing, may envy those of his species who are able to protect them selves from our kinsmen, the fly and mosquito, after the fashion of our faithful ousins, the horse and cow.

AROUND LONDON.

Primitive Appearance of the Farms and Farm Buildings. From the London Saturday Review.

The physical fact that London is surrounded by farms and woods and meadows and that its streets, terraces and rows of semi-detached houses do not extend to a distance of more than nine miles from its center, is merely one aspect of the fact that London is not larger than it is. It is not, however, this physical fact alone which tends to render the aspect of cur suburban country strange. What is most striking in it is not the fact

that it is country, but that in many directhat it is country, but that in many directions it is a country of curiously primitive

Servations and record the air currents. They will let loose carrier pigeons. They character. The villages have all the air will try to keep in constant communication of villages of the last century. There are with the land. They have arranged mavillages of the last century. There are old inns unchanged since the days of coaches. There are public houses with signs swinging in the public streets just as we see them represented in Hogarth's pictures | gerian coast by means of the air currents There are quaint, secluded dwellings, half cottage, half villa, which seem to belong to ballooning device called the deviator, with the time of Strawbery Hill.

There are farms and farm buildings, carelessly and picturesquely irregular, like those which George Eliot has described so well, as characteristic of the England which existed before the railways and the render to a fleet in time of war. first reform bill. And far more strikingly primitive are the looks and the demeanor of the people. The rural laborers within fourteen miles of London are as leisurely in their gait, and seem as strange to th hurry of modern life, as the figures which encounter one slouching along a Shropshire lane or lifting their cider kegs in a remote Devonshire havtield In point of dress, indeed, the former are

often more primitive than the latter. It is in the country close to London that the smock frock has survived longest. Smock frocked ploughmen only a few years ago might be seen among their furrows within gunshot of the Alexandra Palace; while from one of the towers at Sydenham a man with a good telescope might detect today on the village green of Kent men and women who might be denizens of the "Sweet Auburn" of Goldsmith. In this fact there is, indeed, something striking—this persistence of traditional and local habit among all the changes so distinctive of modern progress, nor is it by any means exemplified among the poorer classes only In spite of the cosmopolitan spirit which rapid traveling generates, the spirit of locality is still strong, as is shown by the vitality of the innumerable local newspapers, which flourish in districts . Imost within sight of the metropolis. To readers of these journals the club flower show, fete and cricket club are far more important than any similar events in London. The clergyman, the doctor, the villa residents, the farmers, all revolve round the same local axis, and the rumor of London merely reaches them "like a tale of little meaning, though the words are strong."

From the New York Herald.

Criminals are very expensive members of the community. They cost the people of this country about \$1,000,000,000 a year. If their increase could be prevented it would be a paying investment to give each of the 250,000 accepted criminals a monthly pension of \$300, on the condition that they take a life vacation from the strenuous demands of their profession. But we accept the criminal as a part of our civilizationor barbarism-and pay the enormous cost of maintaining him.

The average annual income of profes criminals is estimated at about \$1,600. This means that the community pays them a yearly salary of \$400,000,000. After this is spent for their maintenance we pay annually \$200,000,000 for their detection, conviction and support, under national, state, county and city auspices. The urban population has to pay the larger share of this, or 30,000,000 people in cities have to pay \$105,000,000 \$3.50 per capita, and the suburban population of 45,000,000 \$1 each, or \$45,000,000. In addition to this there is a federal and state expense of

Add to this the loss by malicious destruction of property, the money value of human life lost through crime, the expenditure necessary in the attempt to guard against loss through law breakers, and we find that \$1,000,000,000 is not a large

Imagine, if you can, the effect of abolish ing crime, and then you will appreciate the ramifications that crime runs into, and why it is such an enormous expense. Think of there being no criminal courts, with their experienced officers, attaches and buildings; no jails or penitentlaries with their costly maintenance; no police force, excepting to look after matters entirely outside of the realm of crime; no coroners or cor-oners' juries, no incendiary fires, or other criminal injury to person or property; no necessity of safes or safety deposit vaults excepting to protect property from fire; no locks, bolts or bars; no detectives or other expensive means and methods of guarding against defalcations on the part of public and private servants; and none of the tens of thousands of things made ne the existence of crime. Utopia!

From the Brooklyn Eagle.

First artist (sneeringly)-"Dauber evitail containing bones.

In Cochin China was found a boy of twelve years who had a tail a foot long. It's a quire the right to the man pathologist, describes twenty-five human pathologist, describes twe

TO CROSS THE SEAS

New Ballooning to Be Tried by Two Frenchmen.

"It is curious," said he, "that the tail GREAT INTEREST IN EXPERIMENT

A Transatlantic Trip Will Be Attempted.

ALSO A MEDITERRANEAN

Special Correspondence of The Evening Star.

PARIS, June 10, 1901. In June or early in July Count Henri de a Vaulx personally will conduct five passengers across the Mediterranean in an immense new balloon with many novel adjuncts. The eyes of all France-and Europe-will be on this experiment. The "new ballooning" in the hands of the fashionable and wealthy young men of the Aero and Automobile clubs of Paris is looked on in Europe as the first fruit of the dawning century. In this way the Italian aeronaut from Trieste to Venice, while Louis Goddard, the celebrated balloon maker of Paris, is at work on an immense sphere of self. These are not vague plans for the indefinite future. The cable may flash news of their accomplishment any day this present summer.

In France, thanks to the mingled rivalry and friendly combinations of the military balloonists of Meudon-Chalais and amateur experts of the Aero Club, the new sport has become as pre-eminently French as automobiling itself, while at the same time press and public willingly look on it as a new and precious guarantee of the frontier. Count Henri de la Vaulx is the young the in the exhibition balloon races of man who in the exhibition balloon races of last summer, and accompanied by a single friend, made the first aerial voyage from France to Russia.

Two weeks later he repeated the feat, on the same day when two other Frenchmen. the same day when two other Frenchman. Jacques Balsan and Louis Goddard, accomplished it. One cry of admiration went up from all France. It was pointed out that, given the Russian alliance, the geographical position of Germany between the allied countries and the direction of continental air currents, a new and invincible military weapon had come into the national possession. French balloons could float over Germany and safety land in Russia, while Germany are safety land in Russia, while Germany and safety land in Russia. many and safely land in Russia, while Ger man balloons would find no winds to carry them over France. Therefore the present De la Vaulx project took on immediately a patriotic and national character. Subscriptions flowed in almost unasked.

The patronage committee has for its hon orary president Prince Roland Bonaparte Among its members are the Comte de la Omong its members are the Comte de la Valette, Comte de Castillon de Saint-Victor (who accompanied De La Vaulx on his trips to Russia); Robert Lebaudy, E. Archdeacon, the Comte Arnold de Contades, Gustave Rives, Santos Dumont, the Comte de Lapeyrouse, Jacques Balsan, Deutsch de la Mourthe, A. Oberkampf and the Comte Economos. These names represent everything that is at once aristocratic and sporting in Paris.

Objects of the Voyage.

The other patriotic and national feature will be the presence among the five passengers of two French caval officers. They will trace routes, scout the Mediterranean coasts, experiment with signals and wireless telegraphy, make meteorological obwill be, first, to establish a line of comwhose aid it is hoped that at least a "tacking" maneuver of real efficacy may be gained for aeronautics. Lastly, the naval officers will report on the services which a

They are making no secret of the impor-ance which the impressionable French navy attaches to these experiments. I have sier, one of the two officers who are to ace is already chevalier of the Legion of Honor, gained by brilliant services in Ton quin, Dahomey and Madagascar. In 1898 he became director of the Toulon maritime ballooning station, to which position he owes his present authority on the trip.

"The balloon can render the navy im-mense services," he said, "on condition always that its direction can be assured. Floating over the sea, it can be at once a bird's-eye scout and an offensive auxiliary of such a delicate character that"-and ere he hesitated-"the general service of the marine has not yet been able to preoccupy itself with the matter. We can no onger dissimilate it, however, that the hour approaches when balloons, becomnew military engines, will have acquired, from the point of view of battle results, great, if not decisive, action de guerre The lieutenant's meaning is wrapped up diplomatically in vague words; means dropping explosives on the enemy's

"The Germans so well understand the importance of maritime ballooning, continued Lieutenant Tapissier, "that their experiments have become disquieting. Have we not seen them in the course of the last year, over Lake Constance, giving themselves up to the most expensive kind of experiments with an automobile balloon which might come to promenade pacifical ly but proudly the German colors in the sky above Paris? This is one reason why I think the trip or trips of Comte de la Vaulx ought not to be delayed a single

day. Toulon as Point of Departure. For these and other reasons of a more

technical character the winner of the long distance balloon race of the exhibition wil turn his attention to maritime work. The inconvenient features of ballooning over land disappear. Changes of temperaturewhich cause the balloon to rise and descend and so attack those elements which its ballast-are less frequent over the sea Water makes the best kind of ballast Over the sea it can be taken up and thrown out at will. De la Vaulx has, therefore, chosen Toulon, a military ballooning station, as his quartier general There, along the well-protected little beach of Les Sabletts, he has built his hangar, or high shed, for the housing of the filled balloon. The Toulon torpedo squadron is in readiness to follow the balloon's evolutions, and the lighthouses and been acquainted with the expedition's sig-The new balloon will cube 3,000 meters-

that is, it will have a capacity of nearly 4,000 cubic yards. It is spherical and will be filled with hydrogen gas. An interior air balloon, into which air can be pumped a will from the passengers' basket, will guar balloon is French silk of a kind that is lighter and tougher than the Chinese pon-gee heretofore used when the best results were sought. There are two valves, one small, for ordinary maneuvering, the other large, for the purpose of quick landing. One long pull of a rope will tear the baloon almost in two, at the same time closing th gap so that the half-sized balloon will fall

rapidly, but safely.

The balloon's basket, which will measure 10½ by 9 feet, is incased with waterproof material and furnished with floaters capable of sustaining it in the water. It has all of the modern ballooning furniture— guide ropes, patent suspenders to prevent swinging, a stabilisateur that throws ou instantly and automatically a large quantity of ballast, and a cone anchor to slow the onward speed of the balloon. The most important features, however, will be the elebrated deviators.

The Deviators.

These novel mechines are the invention of the distinguished expert, M. Herve, directo of the Revue de l'Aeronautique. Thanks

tably have been carried by the wind to-ward the Arctic ocean. The stabilisateurs, like the deviators, are the invention of M. Herve. Vertical sta-bility is the life of a balloon; continual mounting and descending means continual mounting and descending means continual loss of gas and ballast. The stabilisateurs are heavy flexible cables. Their chief characteristic is their high degree of tautness, which comes from their weight in relation to the meter of distance to be passed over, and also their slight resistance to the forward movement. Such an apparatus according to its greater or less immersion in the sea, ballasts or unballasts the balloon, whose basket thus is kept from contact with the waves, floating above them at the same distance in spite of gusts. On the

How the Deviators Work. The deviators are instruments for par-

with the waves, heating above them at the same distance in spite of gusts. On the other hand, the great power of the apparatus permits the balloonist, when he wishes, to correct, by automatic variation of the cables' immersion all vertical unbal-

tially directing the course of the balloon, The Herve deviator is formed by a series of parallel concave plates, fixed two by two by rigid steel plates in such a way that the whole series can be bent by a simple movement. The deviator is connected with the balloon by two steerage cords. As long as these two cords are of the same length there is no change in the direction, and the apparatus is like a strong floating anchor.
But if one of the cords is shortened the
plates of the deviator turn obliquely and
the whole series rapidly changes position
and tows the balloon to right or left. This latter apparatus permits a change of direction to any point situated under the wind within 65 or 70 degrees to right or left Merighi is preparing to cross the Adriatic It is, after all, not much different from a ship's steering gear applied to a balloon that hangs over the water. Like the stabillsateur, it presupposes that the balloon shall not soar into the higher sky, but Paris, is at work on an which he declares
14,000 cubic yards, in which he declares
himself sure to traverse the Atlantic itballooning, whose ideal it is to go on a level along great stretches of distance without loss of gas or ballast. There is always time to dart into the upper air

when occasion requires it. The usual French military balloons, such as those now with the Pekin corps under the command of Capt. Lindecker, are of between 600 and 300 cubic meters capacity, capable of carrying one or two men. Louis Goddard, being the foremost balloon maker of France, ought to know his subject. The balloon in which he will attempt to cross the Atlantic is calculated to carry ten persons at need and to remain in the air forty days. Balloons of too great cubic capacity, that is to say, of more than 4,000 cubic meters, that is, 5,200 cubic yards, seem difficult if not impossible to maneuver. This has been demonstrated by the voyage of the "Geant," and the deceptive ascension of the monster German balloon belonging to M. Berson and attached to the meteorologcal observatory of Berlin, not to speak of the ill-fated Andree expedition.

Dangers Confronting Goddard.

The De la Vaulx expedition, floating over he Mediterranean, may count on being escued in case of emergency. But what of . the dangers that threaten the unmar able monster in which M. Goddard promises o cross the Atlantic? I have just been alking to an expert of these matters.

"The greatest length of the Mediterran-an," he said, "is 3,225 kilometers tabeled 2.000 miles), between Valencia, Spain, and Jaffa, near Jerusalem, Should De la Vaulx s balloon happen to fall to the surface in the middle of the sea its passengers would only have to wait for the aid that must with mathematical certainty, after a short-er or longer time. The Mediterranean is populous, and their basket is furnished with floaters, is waterproof and built to sit upright in the water. The only real dan-ger is that of a tempest or being struck

by lightning.
"The project of M. De la Vaulx," he continued, 'is not foolhardy. The crossing will depend on the winds, but it can certainly be made. It would be more difficult to predict a successful trip for Louis Goddard. The question of the crossing of the Atlantic is vast and complex.

"The two Atlantics, north and south, like all the rest of the earth, are divided into parallel meteorological zones, which oscillate a little from south to north and inversely, following the movement of the zone, near the equator, is that of calm and equatorial tempests. No balloonist would tempt its dangerous stretches, as dangerous in calm as in storm. The next, in the North Atlantic, is the tropical zone, or that of the trade winds. It is well known, but its general air current, though so regular, would have the danger for the balloonist of conducting him too regularly into the bad preceding zone. Next come our own zone, the temperate, It is this through which M. Goddard will try to pass, seeking to start off on a north branch of the trajectory of a depression. But if you onsult the pilots' charts published monthby the American government you will serve that many of the northern branches of these depressions trend up to the glacial regions between Greenland and the Scan-

dinavian peninsula. "The solitudes of the ocean, always mense, have increased since the disappear ance of salling vessels, which were obliged to follow varied routes, complicated and lengthened by the probable winds which they had to study. Today the great Atlantic liners follow narrow ocean lanes outside of which is blank solitude. A float ing balloon basket might float with ing seen for months, should it happen to fall outside the lanes.

"It is true that M. Goddard has the in-

tention of carrying a little petroleum launch; but could he even manage to float it in case he came down rapidly in an Still, M. Goddard says he will try STERLING HEILIG.

These maxims Jowett once wrote out "for statesmen and others," "Never quarrel. Never fret. Never disappoint. Never fail. Never fear. Never spare. Never tell."-London Chronicle.

One on the Practical Joker.



against up my bundle?







connected with these establishments, horses for riding and driving, as well as those for the men employed on the es-tate. On most stations you will find a good supply of guns and fishing tackle, and not infrequently tennis, cricket, croquet and golf grounds. The people are more careful as to mat-ters of etiquette than in the cities. It is the usual thing to dress for dinner, and, although there may not be a stranger fifty miles, the men will app night after night in evening suits, and the ladies in decollete dresses, while the ser-

porting character

of the ordinary sheep farmer. Most of

them are well educated, many are college

bred, and their establishments show all the evidences of culture and taste. There is

one squatter who has a picture gallery which has cost him \$125,000. Others have

fine libraries and music rooms, and, in all,

will find the leading Australian and

on newspapers, especially those of a ing character. There are large sta-

SHEARING BY STEAM.